



Hongkong Daily Press.

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Hongkong, 1st September, 1910. [a43]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 3RD, 1911.

It is evident from the telegrams we published yesterday that YUAN SHIH KAI has made a rapid recovery from the ailment from which has been the reputed cause of his exile from the capital for the past two or three years. Only a fortnight ago, when the Throne, which has persistently ignored a widely expressed desire for his recall to office, suddenly turned to him in the hour of distress to save the Empire from a great convulsion and possible cataclysm, YUAN, while humbly accepting appointment as Viceroy of the Hukwang and "Imperial Commissioner for the Suppression of Rats," still pleaded indifferent health as an excuse for delay in proceeding to Hupeh, adding that he was still under the care of medical advisers. Meanwhile he has been carefully studying the situation. It may be remembered that shortly after the appointment was announced our Peking correspondent mentioned that Dr. MORRISON, *The Times* correspondent at Peking, had left on a visit to YUAN SHIH KAI. In this connection it is interesting to notice that shortly afterwards the Japanese Chargé d'Affaires in London wired out the information to his Government that the *Times* correspondent at Peking in a cable had expressed the opinion that it would be advisable for the Chinese Government to

enter into some arrangement with the Revolutionists with a view to restoring peace instead of sending an expeditionary force to Hupeh Province; and Dr. MORRISON also added that YUAN SHIH KAI would not assume the command of the expeditionary forces unless he was empowered to enter into negotiations with the Revolutionists. We observe also that the leading Chinese papers of Peking have been advocating friendly negotiations with the rebels on the basis of a promise of a practical scheme of reform. They insist that the revolt is not in reality against the Imperial House; though it is represented as anti-dynastic, it is a revolt, they say, solely against misrule, and the object in view is a thorough reformation of the government of the country. It is far better, they urge, that the Government should give such assurances as will satisfy the rebels than that a bitter civil war should be waged. The papers leave it at that. They do not attempt to indicate in a more specific manner the nature of the promises likely to prove acceptable to the revolutionaries, yet it is well-known that almost every Edict concerning the Government of the country issued during the last two or three years has been full of protestations of an earnest desire of the Throne for the reform of the government on constitutional lines. However much the earnestness of the Government may be questioned it cannot be denied that good progress has been made in this direction. China now has its Provincial Assemblies and its National Assembly in which public affairs are discussed with the utmost freedom. When the National Assembly met, after a long vacation, a fortnight ago, almost its first business was the consideration of the National Budget which had been prepared by the Ministry of Finance. The foundation of all reforms in China is effective control by the people over the finances, both local and imperial, and this they are well in the way of acquiring. If the revolutionary leaders are sensible men who are able to appreciate the difficulties of the task to which the Throne is already most strongly committed, YUAN SHIH KAI should have no difficulty in bringing about a settlement. Everyone must sincerely desire the success of the effort YUAN SHIH KAI has determined to make. Very likely the revolutionary leaders are in no mood to trust the promises of the Government, but if, as we suggested the other day, the Government were to intimate their willingness to adopt, under Foreign guarantee, the chief administrative reforms of the revolutionary party they would be offering the best and indeed the only solution suited to the well being and the needs of all.

The hired transport *Nohilla* is due to arrive at Hongkong on the 6th inst.

Mr. Townsend, of the Hongkong and Shanghai Bank, is retiring.

The Census taken last month showed that there were 430,000 Chinese in the Federated Malay States.

At the Magistracy yesterday Mr. Wood sentenced a Chinese to fourteen days imprisonment for stealing a blanket.

The man Gondhino, the bath attendant on the P. and O. China, who was convicted of the murder of a stewardess named Brewster between Colombo and Aden, was executed at Portonville prison on the 17th ult.

P. Silva, a Portuguese, residing at 17, Shelley Street, was charged before Mr. Wood at the Magistracy yesterday with being in possession of a revolver and swordstick without a licence. He was discharged, and the arms were confiscated.

A scavenging coolie was sentenced by Mr. Hazeldan at the Magistracy yesterday to two months imprisonment and four hours' stocks for breaking into the Hop Lung Charcoal and Firewood Co. and stealing eight baskets.

The American Consulate General, Hongkong, yesterday received the following typhoon warning from the Manila Observatory at 9.30 a.m.:—"Cyclone or Typhoon N. of Yap, moving W. or W.N.W."

The management of the Peak Tramways Co., Ltd., with a view to connecting their service with that of the Canton Railway, have decided to run an extra tram at 7.30 a.m. on Sundays which will enable Peak residents to catch the first train to Canton and intermediate stations on Sundays as well as week days.

Detective-Inspector Charles Henry Wyatt of Kuala Lumpur has instituted proceedings against William Proudlock, claiming \$1,000 damages for maliciously causing to be published, in *M.P.*, a statement to the effect that Proudlock was in a position to prove that two witnesses concerned in his wife's case were thrashed by the police to obtain their statements. This, Inspector Wyatt declares, is untrue. The case was down for hearing on October 30. It is understood that this action has been ordered by the Home Government. Mr. Proudlock has resigned his post at the Victoria Institution, Kuala Lumpur, and intends leaving for England.

The title of High Commissioner for the Federated Malay States has been altered to High Commissioner for the Malay States. This definitely brings Kedah, Kelantan and Trengganu into the British sphere of influence.

The police executed a gambling warrant at No. 3, Dor Sion Street, West Point, on Wednesday night and arrested twelve gamblers, who were fined \$5 apiece by Mr. Hazeldan at the Magistracy yesterday. One of the men attempted to escape by jumping over the verandah of the first floor, but it fell was broken by an awning. He was immediately removed to hospital, where it was found that the injury he received was slight.

SUPREME COURT.

Thursday, November 2nd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

THE HIRE OF A JUNK.

Leong Kam, owner of a cargo boat, sued Lam Ying, a diver, for \$420, being balance due for the hire of a junk.

Mr. C. Wilson, who appeared for the plaintiff, said he learned the defendant had fled his petition in bankruptcy. He proposed taking judgment for what it was worth. The defendant was not present nor was he represented.

His Lordship—The effect of a receiving order is to stay all proceedings. Mr. Wilson—I don't know whether the receiving order has been made yet. The petition has been filed, but of course the petition might be withdrawn. There is nothing to prevent my applying for judgment in the mere fact of his having fled his petition.

His Lordship—No, I don't think so. Then if you get your judgment and the man is not here I shall have to give him leave to apply.

Mr. Wilson—I can get judgment for default of appearance. If he is not here it is his own lookout, apart altogether from any bankruptcy proceedings.

After evidence was heard, his Lordship gave judgment for plaintiff with costs, with stay of execution *sine die*.

THE CANTON SITUATION.

Our Canton correspondent writes under date November 1st:—

The situation at Canton remains unchanged. There has been no outbreak of hostilities, but the whole city is in a state of fear and apprehension. The people have been leaving here in hundreds. Half the shops in the place are closed, as are also all the Government Schools and the majority of those under private management. The police are patrolling the streets with loaded rifles and bayonets full of cartridges. Machine-guns have been mounted at all main landing points, and the military are holding themselves in readiness. The people seem very much dispirited and are very far from hailing over the province to the rebels, and some are even advocating his assassination. Business is almost at a standstill and the situation is becoming more and more impossible. The Manchus in this city, who roughly number some fifty thousand, have sworn to die and to destroy the city, if possible, rather than to hand it over to the rebels. This is no idle threat, as the highest and most commanding parts of this city are in their possession and Krupp guns are mounted thereon. From a native of Shun Tak I heard this morning that all the robbers, numbering some of them thousands, have been enlisted as soldiers under the revolutionary banner.

The person who gave me this information told me that as soon as those robbers join the rebels they become honest men. Those who have read of events happening from time to time in the Shun Tak district and recorded in the *Daily Press* will perhaps understand why, under these circumstances, so many people are leaving the city. Above all things, the people fear street fighting, and it is this fear above all others that is driving the people from the town or keeping them locked up in their houses.

HOW STOLYPIN WAS SHOT.

GRAPHIC ACCOUNT BY AN EYE-WITNESS.

A graphic account of how M. Stolypin was shot by the terrorist Bogroff was told by a Russian gentleman who was present at the gala performance at Kiev.

"I was sitting in the stalls about four rows behind Stolypin," he said, "when the shot was fired. It was during an interval and everyone was talking and chattering."

"I heard the report—not very loud, and rather like the sound of a champagne cork—and then I saw a man rushing towards the entrance to the stalls, which was close to the orchestra. An officer was on guard at the entrance, and he knocked the man down with a blow from his fist."

"For a few moments everyone was paralysed with fear, and they stood there waiting for the bomb explosion which they expected would follow."

"Then the words, 'Stolypin has been shot!' went round, and I told my friend beside me to stand still, for when they saw the danger was over the officers and policemen whipped out their revolvers and pistols, and were so excited that they might have killed anyone who made a quick movement."

"Every other man in the audience was an official, and after their first spasm of terror they hurried each other in their loyalty."

"At every entrance men stood with revolvers. It was like a scene in a melodrama. Bogroff was handed very violently and the blows showered on his face made him unrecognisable."

"But the strongest spectacle of all was when the car came to the front of his box, and the official, with poor Stolypin lying on the floor, began to ring the national anthem. The orchestra tried to join in, but they were too scared to play in tune."

"It was an hour and a half after that before we were allowed to leave the theatre. Everyone was questioned before he left."

"This Bogroff is a man of very good position, and his father owns a lot of house property in the district."

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

THE NATIONAL ASSEMBLY AT PEKING.

NEGOTIATIONS WITH MUTINOUS TROOPS.

LONDON, November 2nd.

The National Assembly at Peking, in secret session, agreed to accept eleven out of twelve demands presented by the (mutinous) troops at Lanchow, including the perpetuation of the present dynasty, a general amnesty and a free Parliamentary constitution.

The Assembly rejected a demand that the summoning of Parliament on all important occasions should be dependent upon the approval of the Army.

YUAN SHI KAI'S PEACEFUL POLICY.

Reuter's correspondent at Peking states that Yuan Shi Kai has telegraphed to the Government to appoint an acting Premier temporarily while he calls a truce and negotiates with Li Yuan Heng for a permanent peace. He says that if a parley cannot be obtained in any other way he will visit the rebels' stronghold at Wuehang.

LATER.

Prince Ching has been appointed acting Premier till Yuan Shi Kai assumes office.

MUNICIPAL ELECTIONS IN ENGLAND AND WALES.

LONDON, November 2nd.

The returns to midnight of the Municipal elections in England and Wales show 52 Liberals; 43 Conservative; 41 Labour; and 11 independent gains.

HOME RULE FOR SCOTLAND.

LONDON, November 2nd.

A meeting of Scottish Members of Parliament favouring Home Rule met at the House of Commons yesterday and resolved that no Home Rule Bill would be satisfactory unless it provided for self-government in Scotland.

LONDON TAXI-CAB DRIVERS ON STRIKE.

LONDON, November 2nd.

Six thousand taxi-cab drivers are idle in London to-day.

They meet to decide whether they will strike as a protest against the companies employing spies to ascertain whether cabmen are appropriating "extras."

A WHITE AUSTRALIA.

LONDON, November 2nd.

Malbourne telegrams state that the Hon. John Murray, the Premier of Victoria, in outlining the Government programme, said their ideal was to keep the country for white people. It was proposed to engage American irrigation experts. They were doing their utmost to encourage the growing of beet sugar, and perhaps they would make Sydney an auxiliary dairy farming centre. In order to promote closer settlement they were assisting settlers to acquire lands and become private owners. The Government would also consider national insurance on the basis of the British legislation.

THE DEPORTATION OF HON. GALBRAITH COLE.

LONDON, November 2nd.

The Right Hon. L. Harcourt, in reply to questions in the House of Commons, said he would show the judge's report of the trial of the Hon. Galbraith Cole to members, but unless there was a general desire expressed by the House he did not think any public advantage would be gained by giving further currency to the story.

A COMMONWEALTH BANK.

LONDON, November 2nd.

Reuter's correspondent at Melbourne states that the Hon. Andrew Fisher, Prime Minister of Australia, has introduced a Bill to establish a Commonwealth Bank which will have no power to issue notes. The capital is fixed at one million sterling, and the Commonwealth will be responsible for all moneys due by the Bank.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MEDITERRANEAN WAR.

PROPOSED ATTACK ON TURKISH ARCHIPELAGO.

LONDON, November 2nd.

Reuter's correspondent at Rome states that Admiral Aubry has suddenly and secretly arrived at Rome and has had long interviews with the Cabinet. A scheme has been arranged for action by the Italian fleet against the Turkish archipelago with a view to forcing Turkey to submit or lose more heavily. The scheme will probably be carried out as soon as the interested Powers have been informed. Italy will continue to spare the Albanian coast and avoid complications in the Adriatic and in the Balkans.

BUTCHERY IN TRIPOLI.

The message from Tripoli, dated 31st October regarding the shooting of suspected persons has since been confirmed by other correspondents. This has occasioned a great sensation in the papers, most of which comment deploring "butchery for which there are few parallels tarnishing the arms of a civilised nation."

Some of the newspapers urge Great Britain to intervene with an offer to mediate.

TURKISH HEROES.

Reuter's correspondent at Constantinople wires that the Sultan has telegraphed congratulations to the heroes of Tripoli.

Aviation ADVANTAGES IN WAR. Rome telegrams state that an Italian aviator successfully dropped four bombs into the enemy's encampment.

BRITISH AND MALTESE REFUGEES.

The Right Hon. L. Harcourt, at question time in the House of Commons, said that he deeply regretted the suffering of the British and Maltese refugees from Tripoli, but was glad to learn that the friendless were being assisted by the Government at Malta. It had been suggested that the British Government should send a ship to protect British subjects in Tripoli, but he did not think that course was advisable.

TRIPOLI SHEELED.

Reuter's correspondent at Tripoli wires that the Turks fired a few shells into the town, doing no damage, but a shell which exploded in the trenches wounded seven Italians.

SELF-GOVERNING COLONIES AND BRITISH TREATIES.

LONDON, November 2nd.

Sir Edward Grey announces that the Imperial Government is approaching Columbia, Denmark, France, Mexico, Norway, Russia, Sweden, Switzerland, and Venezuela regarding the position of the self-governing colonies under commercial treaties, and points out that it is not proposed to renegotiate the British treaties, but merely to secure for the self-governing colonies the right to withdraw therefrom if they desire.

AMERICAN NAVAL REVIEW.

LONDON, November 2nd.

Reuter's correspondent at New York wires that Mr. Meyer, Secretary of the Navy, reviewed 58 American warships, including two of the latest Dreadnoughts.

At Los Angeles Rear-Admiral Thomas Fleet reviewed 24 vessels of the American Pacific Fleet.

BRITISH POLITICS.

LONDON, November 2nd.

Lord Robert Cecil, formerly a Unionist Free Trader, has been adopted Conservative candidate for Hitchin, and has declared for Tariff Reform.

CHOLERA AT MALTA.

Cholera has broken out at Malta.

OBITUARY.

LONDON, November 2nd.

Colonel the Hon. Heneage Legge, formerly Lieut.-Colonel in the 9th Lancers, and Conservative M.P. for St. George's, Hanover Square, from 1900 to 1906, is dead.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RAILWAYMEN IN CONFERENCE.

LONDON, November 2nd.

The Joint Executive of the Railway Societies have had a prolonged conference in London to discuss the findings of the Railway Commission and to decide what action should be taken on the Report.

[FROM THE MANILA "CABLENEWS."]

THE STEEL TRUST.

WASHINGTON, October 28th.

As a result of the institution of the suit for the dissolution of the United States Steel Corporation, commonly known as the Steel Trust, the bottom has fallen out of the stock market in Wall Street and a panic is threatened. Even the most hopeful admit that the market is demoralized. Common stock has fallen to fifty and the preferred stock of the corporation to 135, the lowest that it has been for many years.

CHINESE METHOD OF RECKONING AGE.

In the Report on the Census of Weihaiwei taken this year, the Census Officer writes:—The Chinese method of reckoning age is not the same as the European. A Chinese child at birth is said to be one year old, and after it has passed one new year it is said to be two years old.

Thus, a child, if born in the last month of the year, may be said to be two years of age before it is thirty days old according to European reckoning; so, further, a child of 18 months' actual time of life, since birth is reckoned by Chinese to be either two or three years old, according as it has passed one or two years, that is according as it was born in the first or second half of the year. This difference in the method of reckoning ages makes any comparison of the returns with those of Europe very difficult.

AGE FROM TOTEMISTIC DESIGNATIONS. The actual age returns are on the whole, I think, very accurate, because the Chinese divide the years into cycles of twelve, each one of the twelve years being represented by the name of one of twelve different animals, and all people born in one year say that they belong to the class of the corresponding animal. Thus the Chinese year corresponding to 1876 was a year of the rat, and all born in that year belong to the class Rat, so also do all people born in the year removed from 1876 by any multiple of 12, e.g., 1888, 1900.

The twelve different animals are Rat, Ox, Tiger, Hare, Dragon, Snake, Horse, Sheep, Monkey, Fowl, Dog, Pig. Everyone knows his corresponding animal class, for the information is necessary for arranging betrothals, fortune telling, or choosing lucky days.

BISHOP OF LONDON ON THE MOSLEM PERIL.

The Bishop of London and Sir John H. Kennaway were among the speakers at a largely attended meeting, held in the Albert Hall, London, recently, to take leave of the missionaries who are being sent to all parts of the world by the Church Missionary Society this autumn. Altogether 147 missionaries have left for their stations since June 1, or will leave shortly, and of these 25 are going out for the first time. The Bishop of London said he had been reading a book called "The Reproach of Islam," because he was going out in January to consecrate Khartoum Cathedral in memory of General Gordon. If the author had awakened nobody else about the Mohammedan problem, he had awakened his Lordship. He was convinced—not that the Mohammedans were their foes—but that the religion was the greatest enemy that they had to fight throughout the world. Some things in Mohammedanism were a tremendous object-lesson to Christians. There were certain things which the Moslems did which he wished every Christian did. "One was to be absolutely open in one's faith as he would like to order prayer mats for his Bishop to use at twelve o'clock in the afternoon before their fellow members, and also for Christians to use in factories and warehouses. (Laughter and cheers.) Moreover, every Moslem was a missionary. What a power it would be if every Christian trader or Christian servant could not help being a Christian missionary! The Moslems succeeded in a way which we had not yet found in creating the spirit of brotherhood. We could not intermarry with every nation as they did, but there was something wrong indicated by the fact that after years of preaching India looked upon Christianity as the alien faith of a conquering race. Moslemism was the only faith which had made progress against Christianity in different parts of the world. His heart went out for the millions of Moslem women, and God forgive Englishwomen—who were treated like Queens—if they did not lead them a helping hand. They must throw breakwater after breakwater across the path of this religion, which was the most difficult and dangerous foe that the Christian Church had in the world to-day.

ODESSA AND FREE TRADE IN THE EAST.

Mr. Consul-General C. S. Smith in his report on the trade and agriculture of the Consular District of Odessa for the year 1910 [Cd. 5465-174], states that ten years ago the trade to the Black Sea was a matter of the first importance to Odessa. It developed as more and more emigrant passages went eastwards, and raised great hopes for the commercial and industrial classes in this town. Then came the war with Japan, which brought this trade to a standstill. After the war the Russian Government made its first care to restore prosperity to her possessions in the extreme East, and to that end introduced there Free Trade (*porto-franco*). Though this no doubt helped the Eastern possessions considerably, it ended the trade relations between Russia and the Pacific and Russia at home. There was great clamour for the abolition of *porto-franco*. On the other hand, it was argued that such abolition would inflict injury on the Eastern possessions and on their young industries much greater than the benefits hoped by the exporters at home. Finally, the latter won the battle and *porto-franco* was abolished. Foreign importers had taken warning in anticipation. It therefore took some time after the abolition of *porto-franco* before advantage was felt. The new published returns of the exports from Odessa to the East show a remarkable increase in 1910 as compared with 1909.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir Frederick John Dealtry Lugard, G.C.M.G., C.B., D.S.O.

His Excellency Major-General C. A. Anderson, C.B. (General Officer Commanding the Troops).

Hon. Mr. A. W. Brewin (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).

Hon. Mr. E. R. Hallifax (Registrar-General).

Hon. Captain F. W. Lyons (Captain-Superintendent of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. W. Y. C. M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. E. A. Hewett.

Hon. Mr. C. H. Ross.

Hon. Mr. E. Osborne.

Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes No. 81 to 87, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 17), and moved its adoption.

The Colonial Treasurer seconded, and motion was agreed to.

NEW BYE-LAW.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Bye-law No. 26 of the market bye-laws made by the Sanitary Board on the 12th September, 1911, and moved its approval.

The Attorney-General seconded, and the motion was agreed to.

NEW MEMBER.

Mr. E. R. Hallifax took the oath and assumed his seat as a member of the Council.

THE LATE COLONIAL SECRETARY.

His Excellency—Gentlemen, since we last met at this table the tragic death of our late Colonial Secretary has removed from our councils an officer whom we had learned to value although he had been such a short time amongst us. As a colleague and as a friend his charming personality had endeared himself to us all, and I can say for my own part that I had no conception how much it was to be lost.

As the holder of a high and important office in this Colony he had in a marvellous way possessed himself in the short time he was here of the problems and conditions of this Colony, and there is no one, I think, better able to speak from personal knowledge than myself, and I can say I found in him a man who could be entirely relied upon, of abundant common sense, indefatigable industry, a man of sane and temperate judgment and liberal views. His long experience as Protector of the Chinese in the Straits Settlements peculiarly qualified him for his high office in this Colony, and in him the Chinese community have lost a real friend. His thorough grip of administrative details in all branches enabled him, even in the short period of five months, to leave, as I am sure he has left, a permanent mark on the administration of the Colony. I feel most deeply and most keenly his death, and I beg to move in the terms of the resolution now before you that this Council record in its archives an expression of its sorrow and of its loss which we have sustained by his death and an expression of sympathy and condolence with his relatives.

Hon. Dr. Ho Kai—Sir, on behalf of the unofficial members of this Council, I beg most sympathetically to second the resolution which you have so feelingly moved. We fully concur, Sir, in the sentiments to which you have just given expression, and we join with you, Sir, in expressing our appreciation of our late colleague, his sterling qualities, and also our high regard for him, although, as you say, Sir, he had been only a few months with us, and also in expressing our deep sorrow at his sudden death. We unite with you, Sir, in tendering our sincerest and deep sympathy and condolence to his relatives.

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CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

CHINESE PARTNERSHIPS.

Sir,—[Upon the second reading of the Registered Partnership Ordinance the Attorney-General, Mr. Alabaster, stated: "In between also we have the Chinese system, in which there is no general partner and in which the liability of every partner is limited to the extent of his interest in the firm."

I have often heard it urged that it is hard upon a Chinese partner when his firm is sued that he personally should be held liable for all the debts of the firm when he subscribed towards the capital thinking he would only be liable in proportion to the amount contributed by him, but I do not know what the law of China is on the subject and I should doubt very much whether it is as stated by the Attorney-General. Can any of your readers give me chapter and verse for what the law of China is on the subject? Yours faithfully,

ENQUIRER.

LOCAL SPORT.

CRICKET.

C.S.C.C. v. R.E.

This match will be played on Saturday next on the Military Ground. Civil Service will be represented by R. E. O. Bird (Captain), R. O. Hutchison, H. R. Phelps, Hon. Dr. Atkinson, H. A. Cox, A. R. Sutherland, E. Jacks, H. T. Jackson, R. C. Wittich, L. E. Brett, and J. G. McEwen. W. Woolley, umpire; F. Fisher, scorer.

H.K.C.C. v. R.G.A.

The following will represent the Hongkong Cricket Club against R.G.A. on the H.K.C.C. ground on Saturday, play commencing at 2.15 p.m.—A. P. Dashwood, D. E. Donnelly, E. A. Fowler, R. Hancock, Stephenson-Jellie, C. Blaker, T. E. Pearce, F. Watson, H. W. Webb, Ray, H. R. Wells and L. W. White.

BOXING.

The tournament promoted by Bill Lewis, which is to take place at the City Hall to-morrow night, promises exciting sport, and will doubtless attract a large attendance. A sparkling fifteen rounds will be witnessed between Iron Box and Potter, the former being anxious to retrieve his late loss. The last fight between the pair was one of the best seen in Hongkong, and as both men are now in the pink of condition the contest on Saturday should prove one worth travelling far to see. Another promising fight is that between Corporal Scruton and Gunner Arundel. In the few fights in which Scruton has been seen he has acquitted himself well, and as he is fairly fast and the possessor of a hard punch, "Ginger" will have to extend himself to complete the fifteen rounds. But the Gunner has always something in reserve, and is never found wanting when he has to rise to the occasion. Other interesting preliminaries have been arranged, and a night of good sport is assured.

TENNIS CHAMPIONSHIPS AT MANILA CARNIVAL.

World famous tennis players will surely be seen in action during the next Carnival championship tournament, says the Manila *Cable News*. This is the news contained in a cablegram from the American Lawn Tennis Magazine to chairman E. S. Gee of the Carnival Association Tennis Committee, from which it appears that the chances for Manila tennis enthusiasts to see the leading men at the game is excellent. According to the cable, Gardner is coming to Manila, while Behr and Inman will accompany him if the association sends for them.

Never before has an opportunity presented itself for the class of play that will be brought out at the coming tournament and the matches will be well worth travelling miles to see. The Carnival association is making arrangements for building a temporary grand-stand to accommodate the crowds that will be sure to turn out each afternoon to watch the crack players.

Every possible effort is being made to make the event one that will surpass anything of a sporting nature ever held in this part of the world.

In order to make a creditable showing against these expert wielders of the racket, Chairman Gee is making every possible effort to get together the very best players in the Orient. The Army officers at Hongkong have already announced that they will send their eight best men; the holder of the championship of Japan, and Cox, three times winner from Singapore, will all be on hand to dispute the superiority of the American team, while every Army officer who can be called upon from the Philippines will be present.

OILFIELDS OF JAPAN.

According to an official Japanese statement, the oilfields of the country extend from the western coast of Saghalien in the north, through the western part of the central highlands of Hokkaido, and along the coast of the Sea of Japan, then traverse the provinces of Mutsu, Utsunomiya, Echigo, and Shima, and reach the coast of the Pacific Ocean in the province of Totomi in the south.

The annual output of crude petroleum has increased enormously in twenty years; in 1888 it was only 45,000 barrels, and increased gradually to 1,727,300 barrels in 1907. Each barrel contains forty-two gallons. This rapid development, says the *Petroleum World*, is chiefly due to the introduction of the American method of boring in 1890. The province of Echigo produces about 99 per cent of the total output, and more than 90 per cent of the Echigo output comes from the three oilfields of Higashiyama, Nishiyama, and Nitsun. Recently the oil industry has been concentrated among a few large companies and individuals.

The oil deposits are found exclusively in the tertiary formation, and the strata consist of an upper layer of loam and clay, sandstone, and conglomerate, a middle layer of sand loam mixed with sandstone, and a lower layer consisting mostly of sandstone and clay, with tuffaceous sandstone at the bottom. The oil-bearing strata consist of sandstone and tuffaceous layers of clay, and sometimes of clay only. The usual depth of the borings is from 600ft. to 1,200ft. The oil is transported from the wells to the refineries mainly by pipe lines, though some producers still use carts or boats.

SHIPPING NOTES.

The Canadian Pacific Railway Company's steamer *Empress of Ireland* last month crossed from Quebec to Mersey Bar in five days 13 hours 45 minutes. This passage constitutes a "record."

The two steamers being built for the China-Japan service of the C.P.R. by the Fairfield Shipbuilding Co., at a cost of half-a-million pounds each, are three-funnelled liners. The vessels will have a tonnage of about 16,000, will be equipped with engines from about 16,000 to 17,000 horse-power, and will be able to maintain an average speed across the Pacific of eighteen knots per hour. Each vessel will have accommodation for 1,300 passengers, and have a very large freight-carrying capacity.

The names chosen for the new steamers are *Empress of Asia* and *Empress of Russia*.

A model of the twin-screw, oil-engined ship which is being built by Messrs. Barclay, Curle and Co., of Whiteinch, for the East Asiatic Company, of Copenhagen, has been placed in the Kelvin Hall at the Scottish National Exhibition in Glasgow. The ship is to be named *Jullandia*. She will be 384ft. in length, 63ft. in breadth, 30ft. in depth, of 19,000 tons displacement, and 23½ft. loaded draught. The Diesel engines will be of 3,000 h.p., and they will occupy only a third of the space which would have been necessary for steam machinery. The model shows no funnel. The funnels from the engines will be led up inside the mizzen mast, whence they will be exhausted at about 48ft. above the level of the deck. The absence of funnels and of engine room casings greatly increases the surface of the deck, while below the space available for cargo purposes will be very much larger than on a steamer of the same size. No steam whatever will be used, and the 12 winches, as well as the anchor windlass, will be operated by electricity, generated by a small oil engine as prime mover.

Several leading firms of shipowners in Cardiff announce their intention to withdraw from the Cardiff Shipowners' Association, and other prominent firms are expected to follow their example. This action is the outcome of the surrender of the Association to the demands of the seamen in July. One of the shipowners who has given notice says that he has done so because the Association has ceased to be controlled by shipowners, who were outvoted by individuals who subordinated their shipowners' interests to their other commercial interests. In their hurry to patch up peace at any cost the majority of the Association had imposed upon the shipowners of Cardiff an unfair wages agreement, penalizing the port by fixing the wage rate at £5 per month as compared with £4 10s. at other places in the United Kingdom. This had caused an extension of the practice of signing on crews on the Continent, to the detriment of Cardiff. It is not improbable that the leading Cardiff shipowners will also withdraw from the Shipping Federation.

PHILOSOPHERS IN CRADLES.

THE SCIENTIFIC METHOD OF THE BABY.

Many interesting anecdotes and observations marked the speeches of the eminent men who last month opened the winter sessions of several medical schools which are connected with the London Hospitals.

Sir William Ross distributed the prizes at the University College Hospital School, and lamented that most people were content to take the world as they found it. "Most people, indeed, are averse to thought, and I," concluded Sir William, "am myself one of the number."

"Every baby is a philosopher," continued Sir William, "and acquires knowledge by the exercise of the first dictum of science—trying. When he learns to speak he asks questions. At the age of six he becomes sufficiently repressed so that his behaviour becomes more or less conventional. A few continue their inquisitiveness, and these are the future men of science."

The Duke of Argyll was with the Princess of Louise at Charing Cross Hospital, and related a little personal experience to illustrate the progress made in the use of chloroform.

"Some years ago," he said, "it became necessary for me to have an operation on my big toe, and I went to an Edinburgh surgeon, who told me that the nail would be rather painful, but when I asked for chloroform he refused to give it me, and I had to undergo the operation without it."

"I do not think that in these days," said the Duke, "a doctor would refuse to give anyone chloroform if he wished it."

The Duke went on to speak of how much longer he had made human life by more or less eliminating the chance of disease.

"We are now having Lord Mayors at eighty," he said, "and High Commissioners of Canada at ninety-two. If we go on as we are doing, we might be living to 150 or 200, and there might even be a species of one day in length or even a month."

RESULT OF THE OIL WAR.

An Edinburgh correspondent states that it is a year ago since formal intimation was made of the cancellation of the agreement between the Standard Oil and Asiatic Petroleum Companies, and, curiously enough, not only does the anniversary coincide with the reported initiation of negotiations for peace, but official figures have become available which show the results of the struggle so far as the agreeances are concerned.

In the statement issued 12 months ago by the Standard Oil Company it was stated that 70 new companies having been promoted during the previous six months on the European markets, notwithstanding the enormous over-production of oil, the Standard Company had inaugurated a campaign to increase the world's consumption of refined oil by the reduction of prices abroad, and especially in the Far East. During the past twelve months the American exports of mineral oils have shown a marked advance, increasing by 39,000,000 gallons to 1,500,000,000 gallons. Notwithstanding the increase in quantity, the value has, owing to the lower prices, substantially declined. Shipments of illuminating oil, the chief product of the Standard Company, have increased.

EARLY DAYS OF THE CANADIAN PACIFIC.

REMINISCENCES OF SIR WILLIAM WHYTE.

Sir William Whyte in a recent interview said: "My retiring from active work in connection with the C.P.R. recalls to mind many incidents of the days of my early competition when the C.P.R. had slowly but surely carved its way across the Canadian West."

"I have spoken in figures of the growth of the West and the part the Canadian Pacific Railway has played in this growth, and the figures are astounding. But one must forget figures and other prosy data when one wants to go back to the days in the beginning, and in the beginning of things with the C.P.R. there were just as many trials and worries and disappointments in the construction camps at the different sections as there were triumphs and everywhere along the line it seemed there was always something new cropping up."

"The engineers who had the cutting of the mountains for the road were always troubled with worries, real and imaginary, and there were many councils of war held to discuss the grievances. A vast wilderness had to be remodelled practically, the Blackfoot Indians had to be pacified, and the gangs of men along the line had to be kept in good humour; and this was in the beginning of the C.P.R. It called for a level head, a large heart and a student of human nature to do the nice adjusting of all these difficulties, and Sir William Van Horne was the man of the hour who engineered the C.P.R. over so many rough places in its early history."

"I consider it is one of the most lamentable things in the records of the C.P.R. that the history of the construction of the road has never been written. No one knows the human side of the building of the C.P.R. For the comfort of the dwellers of the plains, the bones of the kings of the wild prairie, the buffalo. There was no fine for starting prairie fires, and we had many annoying setbacks in constructing parts of the road as the results of these bone-hunters' carelessness."

"In talking over the early history of the country one hears the remark constantly, the climate of the West is changing. It is not as cold now as it was thirty years ago, and all that. We all the climate of this great Western Canada has not changed an iota. Conditions have changed. More land each year is brought under cultivation. Houses are built. Cities are springing up and hard frozen ground is cleared of stubble."

"In the building of the road we had trouble off and on with tramps who came up here from across the line. One particularly hot summer a large gang of these men got out through the West and became such a nuisance that we had to get the Royal North-West Mounted Police to take a hand in driving them out of the country. We could bring no charges against them. Stealing a ride on the trains was one, and having no visible means of support was another."

"Col. Horebimer was in charge at the time in Regina, and he sentenced half-a-dozen tramps who were brought before him to long periods of hard labour, and in no time the pest disappeared. I have often thought that the extreme cold of Western Canada has kept out the indolent undesirable from across the line."

"There is nothing I enjoy more," continued Sir William as the interview came to an end, "than to sit down and go back to the West. The days when the C.P.R. had a struggle to meet its pay day, and when the temperament of its construction engineers had to be nurtured like a hot-house plant, and as I look back and re-live the struggles and the troubles and the troubles averted, I feel that I have helped even in a small way, which was a privilege and an honour."

"We have a great Empire here in the West in its infancy even to-day," *Canada's Mail*.

PORTUGAL AND HOLLAND IN THE EAST INDIES.

The Minister for Foreign Affairs has issued an Orange Book containing diplomatic correspondence with Portugal on the subject of the Island of Timor. From this it appears that after the invasion of October, 1910, by Portuguese natives of the territory of Lakmaras, the Netherlands Minister in Lisbon, Dr. Doude van Troostwyk, lodged a protest with Senhor Bernardino Machado, the Foreign Minister under the Provisional Government, in order that such incidents might be avoided in the future. The Minister issued instructions in this sense. In February, 1911, the Portuguese Government protested against the occupation of Lakmaras by Dutch troops, but the Netherlands Government replied that the incidents of the preceding months made this measure necessary. Subsequently Mr. Doude van Troostwyk pressed upon the Portuguese Government the necessity for its Commission to resume as soon as possible the work of demarcation of the frontier between the Kalati and the Biloi river taking the Kabun rapids as the starting point. Meanwhile there occurred the incident of July 18 in Lakmaras, when the Dutch troops killed three Portuguese soldiers and took two prisoners. The Governor-General of the Dutch East Indies immediately telegraphed to the Governor of Timor that this action was not in accordance with his instructions, and the prisoners were immediately released by order of the Governor-General, so that when a protest was made by the Portuguese Government, the Government of the Netherlands was able to reply that the prisoners had been already set at liberty. The Portuguese then left the territory under dispute after demolishing their strongholds.

With reference to the continuation of the demarcation of the boundary the Dutch Government expressed the opinion that this must be carried out in Europe, or else the dispute must be submitted to arbitration. Senhor Bernardino Machado was unable to reach a decision on this point during his tenure of office, and the Dutch Minister in Lisbon writes that he hopes to resume the discussion of the question with the new Cabinet.

LONDON'S NEW LORD MAYOR.

At a meeting, early last month, of the Liverymen of the City of London, conducted with time-honoured, quaint ceremonial, Sir Thomas B. Cressy was unanimously elected to fill the office of Lord Mayor in succession to Sir T. Vesey Strong. Sir Thomas, who is 80 years of age, will be the first medical man to hold the office.

SIAMSE TIN SYNDICATE (LIMITED).

AN IMPROVED POSITION.

The fourth ordinary general meeting was held last month at Winchester House, London, E.C., Mr. Cyril K. Butler presiding. The Secretary (Mr. Charles A. Underwood, F.C.I.S.), having read the notice convening the meeting.

The Chairman, in moving the adoption of the report and accounts, said that since the general meeting in November last the construction of the first dredge for the Ngow property had been energetically proceeded with, and the dredge was despatched to Siam in July. Mr. W. H. Cutten, of Messrs Cutten Brothers, their consulting engineers, was superintending the re-erection of the dredge on the property, where certain modifications and improvements of designs were being carried out. They were not, however, of a serious or expensive nature, and they would not entail delay in the commencement of dredging. The estimates of the cost of the dredge had not been exceeded, notwithstanding the rise in the price of materials and shipping of the dredge had thrown a great deal of hard work upon the London staff. Although the difficulty of getting delivery of the plates had delayed the construction of the dredge by one month, its erection was well to time, and the general manager and his staff were to be congratulated on the arrangements they had made for taking delivery of the dredge and its erection on the spot. To avoid the cost of building a road and the use of bullocks for transport from the landing-stage to the site, a light railway about 2½ miles in length had been built—a decision which the result had justified, especially as the road was very prevalent in Siam. On one property they had £2,000 worth of tin held up owing to the death from that disease of all the local buffaloes. The board had decided to take advantage of Mr. Cutten's presence in Siam to obtain a report from him on the best way of working the Bandon "proposition," but this report would not be received for some little time yet. With regard to the smaller properties, the returns for the four months from April 1 to July 31 were greatly in excess of those anticipated, being at the rate of £5,000 per annum. This was doubtless due to the high price of tin and to the fact that the tributaries were meeting with especially rich ground, but the result was none the less satisfactory. The general manager estimated the average income from all sources during the last three months as equal to almost £2,000 per annum. Application had been put forward for grants of suitable land for coconut plantations, but they had not yet been granted. In the meantime they had planted 3,000 acres on their own properties at Benang and Pakphun. The general trading of the company had been maintained and showed a fair profit. The general manager's attention had of necessity been almost completely occupied with the Ngow "proposition," but as soon as the erection of the dredge was completed and it was working satisfactorily the manager and his staff would be able to devote more time to the development of the company's interests in other directions. The company appeared to be in a position to return for the money invested in the undertaking.

Mr. W. H. P. Stevens seconded the motion, which was unanimously adopted, and at the conclusion of the proceedings a special vote of thanks was passed to the general manager and staff in Siam and to the directors and London staff in connection with the construction, despatch, and erection of the first dredge.

RUBBER.

A GOOD DEMAND FOR TRADE REQUIREMENTS. The extent to which crude rubber has been absorbed by the world's manufacturing trades in the last few months, says a London paper, has certainly done much to dispel the unduly pessimistic opinions ventilated in many quarters in some recent months, and the chances are that with stability fully restored there will be no more scares as to excessive supplies for some time, while a period of more active consumption should be entered upon. The satisfactory manner in which last week's auctions in Mincing-lane concluded, although heavy quantities were dealt with, sufficiently shows that the article is not going abogging, and that an important demand is met with, although occasional lulls may be experienced

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Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong Hongkong, 10th August, 1911. [1663]

"INDIA UNDER CURZON."
AN APPRECIATION.

(BY VISCOUNT MILNER.)
This book is, as far as I am aware, the first attempt to give something like a complete account of Lord Curzon's work in India. The task is one for which Mr. Lovat Fraser possesses a singular combination of aptitudes. A skilled literary craftsman, a man versed in affairs, who can handle delicate and controversial topics with judgment and discretion; he is also a mine of information on the recent history of India. It is true that, as he tells us in his interesting preface, he "not had access to any private documents or correspondence." Indeed, he goes out of his way to emphasize the fact that Lord Curzon had nothing whatever to do with the production of this book. "He did not suggest it, and has not seen a line of it. It is in no respect a reflection of his opinions, and he has neither authorized nor inspired a single statement that it contains." If, nevertheless, the work reveals "certain intimacies with events"—and such intimacies it certainly does reveal in every chapter—the reason is that the writer was in India during the whole of Lord Curzon's Viceroyalty and was the editor of one of the leading Indian newspapers during the greater part of it.

The editor of an Indian newspaper (he says) has unusual opportunities for acquiring knowledge. I had many sources of information, generally unsolicited. I have visited many of the places mentioned, and have some acquaintance with other Asiatic countries. I knew personally most of those who figure in these pages, both Englishmen and Indians, and some of them are my friends. Such knowledge of India as I possess did not begin with Lord Curzon's arrival, nor did it end with his departure.

The book is, indeed, much more than a biography of Lord Curzon as Viceroy. The author ranges widely and boldly over the whole field of Indian politics. Some of his matter is, to the best of my belief, entirely new, and a great deal more is presented in a more complete form, or with greater candour, than it has been by any previous writer. I may instance, in this respect, the account of the Kabul Mission, and of the series of foreign intrigues in the Persian Gulf, likewise the criticism of British policy in Persia, and of the Anglo-Russian Convention. With regard to internal questions, the same remark applies to the author's view of the effect exercised by the Universities Act on all the later years of Lord Curzon's government, and to at least some portions of his peculiarly interesting chapters on the partition of Bengal, and the famous dispute over the reorganization of the Military Department. With respect to these and many other subjects Mr. Fraser expresses opinions which are no doubt in some cases highly controversial, but which are always supported by so much knowledge and advanced with so much moderation and good sense, that they will command respect even with those who differ from him. Into these controversies, however, I am neither competent nor desirous to enter. After all, what interests me most in this book, as I believe it will be of most interest to the majority of his readers, is the picture which Mr. Fraser draws of the personality and achievements of a great administrator. His own attitude towards Lord Curzon is that of a wholehearted but not uncritical admirer. Under his plain, straightforward narrative there is an unmistakable glow of enthusiasm for the central figure. There is no indiscriminate eulogy.

His tribute of admiration seems to spring inevitably from his contemplation of the facts. And its value is no doubt heightened by our knowledge that it proceeds from no intimate and no disciple, but from one who has always occupied, and whose only desire is to continue to occupy, "the position of a detached observer."

LORD CURZON'S INDUSTRY.
What impression is the picture thus drawn calculated to make upon one who, like the greatest writer, apprehends entirely without bias or preconceived notions of any kind, and with no more knowledge of the problems of India than is common to all educated Englishmen? Well, to begin with, an impression of ardent and omnivorous industry which is almost stupefying. No doubt the active lead of any great Administration is obliged, *solene, volens*, to get through an amount and a variety of work of which the general run of men, even busy men, have simply no conception. Every Viceroy's life must be a life of ceaseless toil. And yet it is difficult to believe that in love of work and power of getting through it any Viceroy has been quite the equal of Lord Curzon. His interest in all questions of Indian administration was insatiable. And not only in questions of administration, but in everything connected with India, past as well as present.

To mention only one instance, his speech in introducing the Ancient Monuments Act of 1904, which Mr. Fraser quotes at considerable length, shows an acquaintance with a subject with which the overburdened ruler of India might well be excused for having only a hazy acquaintance. Surprising as it may seem, in view of the vast number of topics over which his interest ranged, the last charge which could ever be brought against Lord Curzon was that of superficiality. Whatever subject he took up he went into thoroughly and in detail. Indeed, the wonder is that his fondness for detail, which may at times have appeared excessive, did not weary him. But here he was saved by the coordinating power, the constant determination to get down to principles, which was one of his most marked characteristics. This mental grasp, this capacity of condensing an immense mass of material into a few broad and striking propositions, is an essential feature of all the speeches, minutes, and "Resolutions" in which Lord Curzon stated his policy in his own way.

But industry, even the most intelligent and systematic industry, is not synonymous with effectiveness. For the head of any great administrative machine there is another quality no less essential than industry; and that is, driving power. Indeed, it is, in a sense, more essential, because it can never be acquired. Thrust into a great position, confronted with heavy responsibilities, many a man, by nature indolent, has learned to work like a demon. But no necessity can give a man who is not naturally endowed with it the power of getting work out of others. It was the combination of exceptional industry with great driving power which enabled Lord Curzon to achieve so much. As Mr. Fraser says, "he is a man who does things."

It would be impossible in the space at my command to give even a bald list of the many branches of Indian administration and policy upon which Lord Curzon has left his mark. It is only by vigorous condensation that Mr. Fraser has brought his summary of them within the compass of a fairly thick volume, and I must refer those who may think I am using the language of exaggeration to the evidence contained in its pages. But I cannot refrain from quoting one passage which, though dealing with a matter that to many people may not appear of the first moment, is yet, so eminently illustrative of Lord Curzon's peculiar gifts that it serves to explain his success in other activities of a very different character. Speaking of the Imperial Durbar of 1903, Mr. Fraser says:—
"The public never knew the enormous amount of labour Lord Curzon devoted to the Durbar."

One further point is worth noting with regard to the immense range of Lord Curzon's activities. It was one of his greatest merits as an administrator that he never allowed himself to be absorbed by one problem or group of problems, however pressing, to the neglect of other interests committed to his charge, but devoted a constant and even attention to every side of Indian policy, external as well as domestic. It would seem almost inevitable that a Viceroy who was engaged in overhauling the whole machinery of government and in initiating the most important domestic reforms should to some extent have held on what I may call the foreign politics of India, always exempting, of course, the overpressing anxiety of the North-West Frontier. But with Lord Curzon it was just the reverse. Busy as he was within the confines of India, he yet found time to grapple, and to grapple successfully, with every external difficulty as it arose. During the earlier years of his Viceroyalty, our preoccupation with the South African War encouraged more than one foreign nation to indulge in aggressive intrigues in the Persian Gulf, while towards the close of it, the Persian Gulf, as of all Asiatic countries, was deeply stirred by the victorious emergence of Japan. But no menace to India or the Empire found Lord Curzon unprepared. One by one the attempts of other Powers to establish themselves on the Persian Gulf were quietly defeated, and at the end of his term of office British prestige in that region stood higher than it had done for many years. And I, of all men, must be the last to forget that, at the commencement of the Great War, it was Lord Curzon's energy and foresight that in South Africa owed these first reinforcements which alone prevented the Boer forces from overrunning the whole of Natal down to the water's edge. But for him, the end of October, 1899, would have seen the Boer flag floating over Maritzburg and over Durban. No doubt Lord Curzon was specially qualified by his previous experience for dealing with the external relations of the Indian Empire. Before he became Viceroy he had paid five long visits to the East, and was familiar not only with India, but with Japan, China, and Indo-China on the one side, with Persia, Afghanistan, and Turkestan on the other. There is, perhaps, no living Englishman who has travelled more extensively in Asia, and he always travelled as a student. Nor were the years which he spent at the Foreign Office, as Under-Secretary, without importance, both as a training in the art of administration and as affording an insight into those immensely complex international relations which no ruler of any part of the British Empire, least of all of India, can afford to leave out of account.

In one respect Lord Curzon was singularly fortunate. For a man of his energy and enterprise, a man with such a longing and capacity "to do things," it was of supreme importance that during the whole period of his government the financial position of India was prosperous enough to afford of much being done for which means had hitherto been lacking. This happy state of affairs was mainly due to the reform of the currency, for which Lord Lansdowne and Sir David Barbour had paved the way, and which was finally accomplished in the first year of Lord Curzon's Viceroyalty by the late Sir Clinton Dawkins, "who had become Finance Minister for a period all too brief." It is not Mr. Fraser's habit to magnify his hero at the expense of other people, and so he is the first to point out that many of the reforms which Lord Curzon accomplished had been projected and desired by his predecessors, and that only financial stringency prevented their earlier execution. And in other matters also, in which financial considerations played a less prominent part, Lord Curzon was often building on foundations already laid, reaping, as he himself freely acknowledged, where others had sown. It was not so much the novelty or originality of his

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[1130]

It came in the midst of absorbing preoccupations; it was only an incident of his Viceroyalty, but the work he did for it would have served some men for a lifetime. The task of preparation on the spot occupied a considerable staff for a whole year. Four times Lord Curzon visited Delhi to inspect, revise, and improve the arrangements. He planned every detail, and saw every detail executed. From first to last, the whole gathering was his own conception, and the driving force which made him a human dynamo during his sojourn in India alone rendered the scheme possible of execution. Everybody predicted failure, and yet there was never the slightest semblance of a breakdown. The secret of the work which Lord Curzon accomplished in India was that from early manhood he had trained himself to be absolutely methodical in all he undertook. No Viceroy save Dalhousie ever wrote so much with his own hand. His papers were a miracle of orderliness. Some one has said that his capacity for work is almost inhuman, and certainly to unmethodical men he seemed to toil with the unwearying certitude of a machine; but it was only by this rigid persistence that he left behind him such an astonishing record of labours completed.

FOREIGN POLITICS.

One further point is worth noting with regard to the immense range of Lord Curzon's activities. It was one of his greatest merits as an administrator that he never allowed himself to be absorbed by one problem or group of problems, however pressing, to the neglect of other interests committed to his charge, but devoted a constant and even attention to every side of Indian policy, external as well as domestic. It would seem almost inevitable that a Viceroy who was engaged in overhauling the whole machinery of government and in initiating the most important domestic reforms should to some extent have held on what I may call the foreign politics of India, always exempting, of course, the overpressing anxiety of the North-West Frontier. But with Lord Curzon it was just the reverse. Busy as he was within the confines of India, he yet found time to grapple, and to grapple successfully, with every external difficulty as it arose. During the earlier years of his Viceroyalty, our preoccupation with the South African War encouraged more than one foreign nation to indulge in aggressive intrigues in the Persian Gulf, while towards the close of it, the Persian Gulf, as of all Asiatic countries, was deeply stirred by the victorious emergence of Japan. But no menace to India or the Empire found Lord Curzon unprepared. One by one the attempts of other Powers to establish themselves on the Persian Gulf were quietly defeated, and at the end of his term of office British prestige in that region stood higher than it had done for many years. And I, of all men, must be the last to forget that, at the commencement of the Great War, it was Lord Curzon's energy and foresight that in South Africa owed these first reinforcements which alone prevented the Boer forces from overrunning the whole of Natal down to the water's edge. But for him, the end of October, 1899, would have seen the Boer flag floating over Maritzburg and over Durban. No doubt Lord Curzon was specially qualified by his previous experience for dealing with the external relations of the Indian Empire. Before he became Viceroy he had paid five long visits to the East, and was familiar not only with India, but with Japan, China, and Indo-China on the one side, with Persia, Afghanistan, and Turkestan on the other. There is, perhaps, no living Englishman who has travelled more extensively in Asia, and he always travelled as a student. Nor were the years which he spent at the Foreign Office, as Under-Secretary, without importance, both as a training in the art of administration and as affording an insight into those immensely complex international relations which no ruler of any part of the British Empire, least of all of India, can afford to leave out of account.

In one respect Lord Curzon was singularly fortunate. For a man of his energy and enterprise, a man with such a longing and capacity "to do things," it was of supreme importance that during the whole period of his government the financial position of India was prosperous enough to afford of much being done for which means had hitherto been lacking. This happy state of affairs was mainly due to the reform of the currency, for which Lord Lansdowne and Sir David Barbour had paved the way, and which was finally accomplished in the first year of Lord Curzon's Viceroyalty by the late Sir Clinton Dawkins, "who had become Finance Minister for a period all too brief." It is not Mr. Fraser's habit to magnify his hero at the expense of other people, and so he is the first to point out that many of the reforms which Lord Curzon accomplished had been projected and desired by his predecessors, and that only financial stringency prevented their earlier execution. And in other matters also, in which financial considerations played a less prominent part, Lord Curzon was often building on foundations already laid, reaping, as he himself freely acknowledged, where others had sown. It was not so much the novelty or originality of his

ideas as his gift for translating them into action which constituted his strength. But to say that is surely not to detract from the high credit which is due to his achievement. It is no merit in an administrator, when entering on a new post, to imagine that everything needs reforming, or to be slow to avail himself of the unfinished work of his predecessors. He will be well advised to preserve continuity wherever he can—and, even where he cannot, as far as possible to appear to preserve it. Lord Curzon, it is true, approached his task as Viceroy bursting with energy, and with an enormous programme of work already sketched out for himself. And no doubt that programme contained some new features, while much else that was new and fruitful occurred to him in the course of his administration. But it would be a mistake to regard him as an innovator in principle, or as meditating an ambitious and radical change in the Government of India. He infused fresh life into almost every Department, and accomplished much which others had only discussed, he would yet have been the first to say of himself that he was merely carrying on a great tradition, and that his object was not to reverse, but rather to perfect and bring up to date, the splendid work to which, for more than a century, the energies of so many of the best of his countrymen had been devoted.

Continued on page 6.

When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold everywhere in boxes, price 6d. (6 pills), 1/3 (12 pills) and 2/6 (24 pills).

CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules. Sold by all Chemists.

BECHSTEIN PIANOS

SOLE AGENTS:

ROBINSONS.

Messrs. The IMPORTANT! Midland Rubber Company Limited of Birmingham, England

are open to appoint buying Agents in various districts for the sale of their well-known goods. The Midland Rubber Company has been established as manufacturers for over 55 YEARS (one of the oldest in England) and specialise in the following goods:

Motor and Cycle Covers and Tubes in all patterns: Solid Tyres suitable for Motor and all classes of vehicles: Football Bladders, Golf Balls and Rubber Sporting Goods of all kinds: Motor and Cycle Rubber Goods, Pedal and Brake Rubbers, Cylinders, Tubes, etc., etc.: Motor Cycle Tyres, Tubes and Sells: Rubber Mats, Matting and Tiling: Moulded Rubber Goods, Packings, Sheetings, Valve Rubber and Mechanical Rubber Goods of every description: Hoses and Mining Goods. "Anything made in Rubber" by patent Electrical and Hydraulic Machinery.

PLEASE LET US KNOW WHAT YOU ARE INTERESTED IN

Complete lists and particulars on application.

Government Official Contractors to His Majesty's Admiralty, War Office, Principal Municipal Bodies, Home and Colonial Railways, &c.

ALL GOODS BRITISH MADE AND FULLY GUARANTEED

SHIPPING IN PORT

ANTIOCHUS, British str., 5,792, A. B. Stewart, 1st Nov.—Manila 25th October, General—Butterfield & Swire.
ARABATON APGAR, British str., 2,931, G. F. Hudson, 29th Oct.—Moji 24th October, General—David Sassoon & Co.
AWA MARU, Japanese str., 3,912, P. Iriwara, 29th Oct.—Seattle and Shanghai 26th Oct. General—Nippon Yusen Kaisha.
CHONGSHING, British str., 1,223, V. Liddell, 31st Oct.—Tientsin and Weihaiwei 25th Oct. General—Jardine, Matheson & Co.
CHONGSHING, British str., 1,424, M. Courtney, 30th Oct.—Kanton 24th October, Coal—Jardine, Matheson & Co.
CHONGSHING, British str., 1,418, C. J. Mattock, 25th Oct.—Sundakan 24th Oct., Timber—Jardine, Matheson & Co.
DAIGI MARU, Japanese str., 846, H. Murayama, 1st Nov.—Yokohama, Amoy and Swatow, 31st Oct. General—Osaka Shosen Kaisha.
DAIYA MARU, Japanese str., 2,798, K. Kobayashi, 17th Oct.—Wakamatsu 12th October, Coal—Mitsui Bishi Goshi Kaisha.
DAVEN, Norwegian str., 733, Paulsen, 26th Oct.—Foulfaya 15th October, Sugar—Java-China-Japan Line.
DEWANGONG, German str., 1,269, E. Gathe, 26th Oct.—Bangkok and Hothow 27th Oct. General—Butterfield & Swire.
EMPEROR OF INDIA, British str., 5,940, E. Beetham, 26th October—Vancouver, B.C. 4th Oct. Mails and General—C. P. R. Co.
HAICHING, British str., 1,267, W. C. Passmore, 1st Nov.—Swatow 31st Oct. General—Douglas, Lapraik & Co.
HANGSANG, British str., 1,356, S. Wilde, 1st Nov.—Shanghai 28th October, General—Jardine, Matheson & Co.
HOPKINS, British str., 1,389, J. M. Hay, 30th Oct.—Hankow 23rd Oct., Coal—Jardine, Matheson & Co.
H. AUG. KRISLER, Dutch str., 3,954, Bissen 25th Oct.—Borneo 1st Oct., Bulk oil—Asiatic Petroleum & Co.
KUMCHOW, British str., 1,450, Martin, 27th Oct.—Rangoon and Manila 24th October, Rice—Man Fat.
KWANGLOO, Chinese str., 1,648, E. H. Pratt, 29th Oct.—Shanghai 26th Oct. General—G. M. S. N. Co.
LIOWING, British str., 2,122, E. P. Smith, 1st Nov.—Calcutta 17th Oct. General—David Sassoon & Co.
LOONGSANG, British str., 1,093, G. W. Leach, 31st Oct.—Manila 28th October, General—Jardine, Matheson & Co.
LYEBOON, German str., 1,238, V. Pilgrim, 30th Oct.—Saigon 26th Oct. General—Order.
MACHREW, German str., 996, R. G. Zoller, 9th Oct.—Singapore and Hothow 9th Oct. General—Butterfield & Swire.
MATOP, British str., 1,488, Uddall, 31st Oct.—Singapore 24th Oct. Sugar, &c.—Yung Tai Lung.
MINNEOTA, American str., 13,323, T. W. Garlick, 28th October—Seattle 18th Sept. and Manila 26th Oct. General—Nippon Yusen Kaisha.
OANPA, British str., 5,810, W. Cape Lyost, 29th Oct.—Yokohama, B.C., 19th Sept. General—Butterfield & Swire.
OASANG, British str., 1,747, A. G. Smith, 16th October—Chin Weng Tao 11th October, Coal—G. M. S. N. Co.
PATECHABUR, German str., 1,313, Gorewich, 30th October—Liverpool and Hothow 27th Oct. General—Butterfield & Swire.
PONARONG, German str., 98, W. Botefuhr, 6th Oct.—Bangkok 26th Sept. Rice and Rubber—Butterfield & Swire.
ROMNEY, British str., 2,916, McDonnell, 25th Oct.—Shanghai 21st Oct.—Asiatic Petroleum Co.
SABINE, German str., 2,562, H. Bursdell, 26th October—Port Natal 24th Sept. Case petroleum—Standard Oil Co.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAY,"

Captain J. McMillan, having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 6th Nov., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 30th October, 1911. [1311]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.
Hongkong, 27th January, 1910. [1103]

SIEN TING SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE Consultation Free. Hongkong, 1st September, 1905. [1171]

BEING the Series of Articles recently contributed to the "HONGKONG DAILY" and is back

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE & PORTLAND (Or.)
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)	FOR MANILA
STRATHLYON 21st Nov.	ORTERIC ... 15th Nov.
ORTERIC ... 5th Dec.	RYGJA ... 2nd Dec.
RYGJA ... 20th Dec.	SUVERIC ... 14th Dec.
SUVERIC ... 9th Jan. 1912	KUMERIC ... 3rd Jan.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. KING'S BUILDING, PRAYA, CENTRAL.

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "DUNERIG" ... 3,000 tons	... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,600 tons	... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	FROM COLOMBO:
25th November.	10th December.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.	FROM CALCUTTA:
Next Departure.	End November.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.
Hongkong, 31st October, 1911. [1075-173]

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
SIBERIA ... 19,000	FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA ... 27,000	SATURDAY, 25th Nov., at 1 p.m.
MONGOLIA ... 27,000	SATURDAY, 16th Dec., at 1 p.m.
KOREA ... 27,000	FRIDAY, 12th Jan., at 1 p.m.
SIBERIA ... 19,000	SATURDAY, 27th Jan., at 1 p.m.
MANCHURIA ... 27,000	
MONGOLIA ... 27,000	
KOREA ... 27,000	

All Steamers have an Excellent "Philippino Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th November, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Port of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioners of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.
CHINA ... 10,200 Tons ... FRIDAY, 17th Nov., at 1 p.m.
PERSIA ... 9,000 Tons ... FRIDAY, 5th Jan., at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 p.m. On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £45.
HONGKONG TO SAN FRANCISCO " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP.	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILIWONG	SHANGHAI	First half of Nov.	JAVA	First half of Nov.
TJIPANAS	JAVA	First half of Nov.	JAVA	Second half of Nov.
TJIMANOEK	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJITAROEM	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIMAH	JAVA	First half of Dec.	JAVA	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 3rd November, 1911.

SWEDISH EAST ASIATIC

CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"PEKING" ... 6,500 Tons	About 10th November.
"CEYLON" ... 9,000		About 7th December.

For Freight and Further Particulars, apply to **TELEPHONE No. 171.**

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS TOP FLOOR.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons	
S.S. CHIYO MARU ... 21,000 tons	
S.S. SHIYO MARU ... 21,000 tons	

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

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PHILIPPINES S.S. CO.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *China* from San Francisco was despatched from Yokohama on the 31st ultimo en route to Hongkong, and is due to arrive at Hongkong on the 7th inst.

The P. M. S.S. Co. str. *Manchuria* was despatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th inst.

The T.K.K. str. *Chiyu Maru* sailed from Honolulu on the 31st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 21st ultimo, at 11 a.m., and may be expected here on or about the 13th inst.

The E. & A. str. *Easton* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. Co. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th ultimo p.m.

THE INDIAN MAIL.

The Indo-China str. *Manany* left Singapore for Hongkong on the 1st inst. p.m., and is due here on or about the 7th inst.

MERCHANT STEAMERS.

The H. A. Line str. *Stavronia* left Singapore on the 28th ultimo p.m., and may be expected here to-day p.m.

The P. & O. S. N. Co. str. *Palawan* left Singapore for this port on the 29th ult., at 5 p.m., and is due here on the 5th inst., at about 8 a.m.

The Mergel Line str. *Lolman* from United Kingdom left Singapore on the 31st ultimo morning, and is therefore due at Hongkong on or about the 6th instant morning.

The str. *Copri* left Singapore for this port on the 30th ult., and may be expected here on or about the 6th inst.

The Olof Wijk & Co. str. *Peking* left Sabang on the 22nd ultimo, and is expected here on or about the 7th inst.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th ult., and is expected here on the 7th inst.

The A. A. S.S. Co. str. *Indragani* left Sabang for Singapore on the 25th ult., and is due here on or about the 8th inst.

The Bank Line str. *Orteric* from Vancouver arrived at Yokohama on the 1st inst., en route for Hongkong, and is due here on the 12th instant.

The O.S.K. str. *Seattle Maru* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The T.K.K. str. *Hongkong Maru* sailed from Honolulu on the 25th ultimo for Hongkong, and is expected to arrive at this port on or about the 27th inst.

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WEATHER REPORT.

On the 2nd at 11.45 a.m.—The depression lying over the N.E. part of the Sea of Japan yesterday, is moving into the Pacific to the North of Hokkaido.

A high pressure area lies over the Yangtze Valley, and the barometer has risen moderately over S.W. Japan, S. China and Tongking.

Fresh to strong monsoon will prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.59 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District FORECAST.

Hongkong & Neighbourhood

Formosa Channel ... Same as No. 1.

South coast of China between Hongkong and Lamooka ... Same as No. 1.

South coast of China between Hongkong and Hainan ... Same as No. 1.

N.E. winds, fresh to strong; fine.

CHINA COAST METEOROLOGICAL REGISTER.

November 2nd—At A.M.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Direction.

Force.

Weather.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Direction.

Force.

Weather.

Station.

Hour.

Barometer.

Temperature.

Humidity.

SHIPPING

ARRIVALS.

Huichow, British str., 1,217, Hooker, 2nd Nov.—Tientsin 25th October, General—Butterfield & Swire.
 LINAN, British str., 1,351, C. C. Williams, 1st Nov.—Shanghai 29th Oct., General—Butterfield & Swire.
 MATHILDE, German str., 831, Chr. Uldrup, 2nd Nov.—Swatow 1st Nov., General—Jensen & Co.
 PANAMA MARU, Japanese str., 6,000, Mato, 2nd Oct.—Shanghai 30th Oct., Flou and General—Osaka Shosen Kaisha.
 PHEUMPENI, British str., 1,655, Jas. H. Scott, 2nd Nov.—Saigon 29th Oct., General—W. P. Seng.
 PRINCESS ALICE, German str., 6,629, P. Grosch, 2nd Nov.—Bremen 20th Sept., Mails and General—Melchers & Co.
 PRINZ WALDEMAR, German str., 1,737, Fr. Janko, 2nd Nov.—Yokohama 25th October, General—Melchers & Co.
 SHANG CHUON, British str., 3,714, W. T. Lar-kins, 2nd Nov.—Singapore 27th October, General—Chinese.
 TIENTSIN, British str., 1,227, W. O. Jones, 2nd Nov.—Chiofo 27th Oct., General and Buns—Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office, 2nd November.
 Arratoon Apru, British str., for Singapore.
 Chuaning, British str., for Brunei Bay.
 Huichow, British str., for Swatow.
 Huichow, British str., for Canton.
 Shimo Maru, Japanese str., for Shanghai.

DEPARTURES.

2nd November.
 CHENAN, British str., for Shanghai.
 CHEONGSHING, British str., for Canton.
 HANGSANG, British str., for Canton.
 JAPAN, British str., for Shanghai.
 KIRIN MARU, Japanese str., for Singapore.
 LANDRA SCHUUR, German str., for Bangkok.
 LINAN, British str., for Canton.
 LOCKSTON, German str., for Singapore.
 PITANULOK, German str., for Bangkok.
 SUMATRA, British str., for Singapore.
 YU-SHEN, Chinese str., for Shanghai.

PASSENGERS.

ARRIVED.
 For Linan, from Shanghai, Mr. Moller.
 For Prinz Waldemar, from Yokohama, &c., Dr. Evers and Mr. J. M. Chamberlain.
 For Princess Alice, for Hongkong, from Bremen, Miss Mota Deu, Miss Olga Hacker and Mr. T. Krohn; from Southampton, Mr. H. Percy Smith, Miss Agnes Townsend, Miss Orme and Miss West, from Gibraltar, Mr. Z. T. de Alderson and Mrs. Andros Durgo; from Genoa, Mr. H. Schuster, Comdr. and Mrs. Enrie, Capt. and Mrs. Bromer, Mr. Enrique Briss and party, Mr. Carlo Sardo der Tavoron, Mr. and Mrs. Nabula von Graber, Dr. and Mrs. J. P. Ramirez, Mrs. Capt. E. Sembill, Mr. J. W. Barker, Rev. A. J. Bradley and family, Miss B. Rasmann, Mr. Alfred Debie, Mr. E. Schoder, Mr. E. Tadel, Miss J. Rieder, Mr. and Mrs. Leo May, Mr. Fritz Meisner, Mr. and Mrs. Max Enders, Pastor Josef Lefski, Johann Giese, J. Kuntzler, Alois Kipfel, Alois Schmitt, Horn, Hesling and Bern. Raters, Sistrav Agata, Kasimira Lando and Zito, Mr. Carl Holm, Pastor Franz Billiet, Pastor Victor de Klorok, Pastor Joseph Welfaart and Pastor Emil Wius; from Port Said, Prof. Dr. Brown; from Colombo, Mr. W. Rosenthal; from Singapore, Mr. E. Arbenz, Dr. Michell, Dr. John General-Cosual Kilian and family, Mr. E. H. Thiel and Mr. E. von Seltmann.
 DEPARTED.
 For P. E. Friedrich, for Europe, &c., Mr. and Mrs. Man Cory, Mr. Paul Jaxt, and Mrs. F. C. Preston, Mrs. B. Preston, Mr. R. W. Barker, Mrs. H. A. S. Bloomer, Miss M. Meyrick, Mr. and Mrs. A. C. Logan, Miss M. C. Chisholm, Miss M. Besvirs, Mr. and Mrs. R. L. Downing, Mr. and Mrs. Geo. W. Bayly, Mr. and Mrs. E. F. Egan, Mr. C. W. Miller and party, Mr. L. C. Goodrich, Mrs. C. D. Clawson, Mr. and Mrs. P. Y. C. Richards, Mr. and Mrs. Downing, Mr. Y. C. Richards and family, Miss Whitehead, Miss Hawkot, Mr. and Mrs. Geo. Fitch, Mr. C. Will, Mrs. A. W. Goodwin, Mrs. C. Freeman, Mr. Kolig, Mr. Loocher and child, Mr. Wetherly and family, Mrs. C. H. Moss, Miss Y. M. Knapp, Miss G. Gooding, Mrs. H. C. Gooding, Judge H. C. Gooding, Miss S. L. Lane, Mr. H. Dicke, Mrs. H. D. Green, Mrs. N. Craus, Mr. M. H. Goshamp, Miss E. and F. Wood, Mr. C. F. Shank, Mr. D. E. Robertson, Mrs. W. T. Reader, Mr. W. H. Perry, Mrs. T. D. Penny, Mr. and Mrs. C. E. Love, Miss C. Livingston, Miss E. Kirshatuk, Mr. H. Hoskins, Mr. and Mrs. V. T. Hole, Mr. W. R. Hoff, Mr. G. Gillson, Mr. Ross R. Forster, Mrs. E. Runder, Miss D. Eghoff, Mrs. B. T. Dragstrom, Mrs. R. R. Dragstrom, Mr. W. H. Hill, Mr. and Mrs. M. Bergmann, Mrs. Langdon, Capt. C. C. Langdon, Capt. L. Faulsen, Mr. and Mrs. F. Blunck, Mr. G. Narromal, Rev. and Mrs. G. M. Wales, Rev. C. C. Brown, Mr. Buhler, Mrs. R. E. Taulke, Miss M. E. Leavitt, Mr. and Mrs. Williams, and Mr. St. H. Clair.

STEAMERS PASSED THE CANAL.

October 7th—Achilles, Indragadi, Palawan, Slocovia, Sacoda, 10th—Bontadi, Indragadi, Lathian, Ningchen, Peking, Nihoua, Indragadi, 13th—Miyasaki Maru, Sinter, Touna, 17th—Moyuro, Myrionid, Ping Sui, Delayed through mutation, Katana, Sardina, Alesia, 20th—Monmouthshire, Yangtze, Kansas, 24th—Bendall Denbighshire, Preussen, 27th—Armand Beale, Benavorth, Ganges, Kamo Maru, Kitano Maru, Laertes, Roon, Teuter.

ARRIVALS AT HOME.

October 27th—Buzio, Caledonia, Carmar-henshire, Neipon.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship.

"ARRATOON APCAR,"

Captain G. E. Hudson, will be despatched for the above Ports TO-DAY, the 3rd November, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 2nd November, 1911. [1509]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 11th inst.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP	MALTA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 12th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SUTONIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	On 6th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PERIENFELS	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 7th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SLAVONIA	Ger. str.	k.w.	Späth	HAMBURG-AMERICA LINE	On 21st inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KAGA MARU	Jap. str.	—	Selmer	HAMBURG-AMERICA LINE	On 7th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 8th inst., at D'light
ROTTERDAM, HAMBURG & ANTWERP, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
ROTTERDAM, HAMBURG & ANTWERP, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at 11 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Aus. str.	—	Parissich	THE BANK LINE, LIMITED	On 29th inst., at 11 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EMERALD	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC R. Co.	On 27th inst., at 2 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EMERALD OF INDIA	Brit. str.	1 m.	J. R. Shaw	CANADIAN PACIFIC R. Co.	About 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	STRATHLON	Brit. str.	2 m.	W. S. Davison	CANADIAN PACIFIC R. Co.	Tomorrow, at 7 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	STRATHLON	Brit. str.	2 m.	H. S. Smith	CANADIAN PACIFIC R. Co.	On 30th Dec., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHINYO MARU	Jap. str.	—	E. Deetham	TOYO KAISEN KAISHA	To-day, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHINYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Brit. str.	—	H. Bromer	MELCHERS & Co.	On 17th inst., at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PRINZ WALDEMAR	Ger. str.	—	—	GIBB, LIVINGSTON & Co.	Tomorrow, at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 24th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	MIYASAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 30th Dec., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	MIYASAKI MARU	Jap. str.	—	L. Klugkist	MELCHERS & Co.	On 9th inst., at 11 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 14th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NIKKO MARU	Jap. str.	—	H. Koops	NIPPON YUSEN KAISHA	On 22nd inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Hooker	JAVA-CHINA-JAPAN LINE	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	V. McGivern-Liddell	BUTTERFIELD & SWIRE	On 5th inst., at D'light
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	C. C. Williams	JARDINE, MATHESON & Co., Ltd.	To-day at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	Tomorrow, at Midnight
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	R. E. Pool	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at D'light
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Spencer Wilde	P. & O. S. N. Co.	About 5th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Towana	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Benson	NIPPON YUSEN KAISHA	On 8th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	E. P. Martin, R.N.E.	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	G. M. B. Lake	P. & O. S. N. Co.	About 9th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	J. B. Harris	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Rooy	OLDF WIRE & Co., Ltd.	About 10th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	W. C. Pastmore	BUTTERFIELD & SWIRE	On 11th inst., at Midnight
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	J. W. Evans	OLDF WIRE & Co., Ltd.	About 7th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	J. S. Roach	OLDF WIRE & Co., Ltd.	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Task	JAVA-CHINA-JAPAN LINE	On 8th inst., at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	A. W. Outerbridge	OLDF WIRE & Co., Ltd.	On 5th inst., at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	M. C. Smith	OLDF WIRE & Co., Ltd.	To-day, at 11 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	F. H. Bolle	OLDF WIRE & Co., Ltd.	On 7th inst., at 11 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Jas. Priday	OLDF WIRE & Co., Ltd.	Tomorrow, at 2 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Van D. Jalink	OLDF WIRE & Co., Ltd.	On 10th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	Figari	OLDF WIRE & Co., Ltd.	On 11th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	T. Sato	OLDF WIRE & Co., Ltd.	On 14th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	G. F. Hudson	OLDF WIRE & Co., Ltd.	On 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	E. de Catalano	OLDF WIRE & Co., Ltd.	On 20th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	On 11th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	On 14th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	To-day, at 3 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	On 13th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	1 m.	—	OLDF WIRE & Co., Ltd.	On 8th inst., at 9 A.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,000	(Saturday, 4th Nov., 10 A.M.)
Kobe and Yokohama	"COBLENZ"	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DEPARTURE	DEPARTURE
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORK"	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1067]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"
 Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th Nov., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARORA," accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for Franco, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Egmont" due in London on the 23rd December, 1911.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 30th October, 1911. [1]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI,"
 Captain Figari, will be despatched as above on SATURDAY, the 11th Nov., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 1st November, 1911. [4]

"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Capt. G. C. Cundy, will be despatched for the above mentioned Ports about 11th November.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents, Hongkong, 16th October, 1911. [1296]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "ERROLL" ... On or about 16th Nov.

For Freight and further information, apply to TOWELL & Co., Ltd., Agents, Hongkong, 25th October, 1911. [1297]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUVA AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Pavissich, will be despatched as above on MONDAY, 27th Nov., 2 P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Hongkong, 25th October, 1911. [3]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER S.S. "MONTEAGLE" 5 to 7 DAYS OCEAN TRAVEL. S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong. "EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF JAPAN" SAT., 2nd Dec. "MONTEAGLE" SATURDAY, 30th Dec. 1912.

From St. John. "EMPRESS OF BRITAIN" Fri., 1st Dec. "EMPRESS OF BRITAIN" Fri., 29th Dec. 1912.

"EMPRESS OF INDIA" SAT., 27th Jan. "EMPRESS OF IRELAND" Fri., 23rd Feb. "EMPRESS OF JAPAN" SAT., 24th Feb. "EMPRESS OF IRELAND" Fri., 22nd Mar.

Steamships leave HONGKONG at 7 A.M. The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... \$43 " \$45.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN Capt. R. E. Peel	About 5th Nov.	Freight and Passage.
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	9th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA Capt. S. Barham	Noon, 11th Nov.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE, MALTA, NANG, COLOMBO, PORT SAID and MARSEILLES	ARCADIA Capt. G. M. Montford, R.N.R.	About 15th Nov.	Freight and Passage.

For Further Particulars apply to
H. A. HEWETT,
Superintendent.
Hongkong, 3rd November, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"LINAN"	On 4th Nov., M'night.	
WUHAIR and TIENTSIN	"HUICHOW"	On 5th Nov., 8 light.	
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.	
SHANGHAI	"CHINHUA"	On 9th Nov., 4 P.M.	
SHANGHAI	"ANHUI"	On 11th Nov., M'night.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 14th Nov., 4 P.M.	

These Steamers have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NEW—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd November, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.	
FOR	SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 Days).	
STEAMSHIPS	CAPTAIN
"HAICHING" ...	Capt. W. C. Passmore ...
"HAIYANG" ...	Capt. J. W. Evans ...
"HAITAN" ...	Capt. J. S. Roach ...
FRIDAY, 3rd Nov., at 11 A.M.	
TUESDAY, 7th Nov., at 11 A.M.	
FRIDAY, 10th Nov., at 11 A.M.	

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAURIAK & Co.,
GENERAL MANAGERS.
Hongkong, 1st November, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.	

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SLAVONIA ... 3rd Nov.	S.S. BAYERN ... 7th Nov.	S.S. SACHSEN ... 12th Nov.
S.S. SCANDIA ... 16th Nov.	S.S. ARCADIA ... 15th Nov.	S.S. FREIENFELS ... 21st Nov.
S.S. SEGOVIA ... 24th Dec.	S.S. ROTTERDAM, HAMBURG & ANTWERP ... 21st Nov.	S.S. SITHONIA ... 6th Dec.
S.S. SILEBIA ... 27th Dec.	S.S. SITHONIA ... 6th Dec.	S.S. SLAVONIA ... 7th Dec.
S.S. AMBRIA ... 10th Jan.		
S.S. GOLDENFELS ... 24th Jan.		

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
TIENTSIN	"CHEONGSHING"	Friday, 3rd Nov., 4 P.M.	
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.	
SHANGHAI	"CHONGSANG"	Sunday, 5th Nov., D'light	
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 7th Nov., Noon	
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 10th Nov., D'light	
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 13th Nov., Noon	

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 3rd November, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KITO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	271-10-0
To VALPARAISO	257-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	223-0-0
To SAN FRANCISCO	223-0-0
To CHICAGO	235-10-0
To NEW YORK	240-0-0
To LONDON via NEW YORK	243-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw—Record Speed 21½ knots.

Through Bills of Lading issued to Pacific and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG and HAIPHONG, on WEDNESDAY, the 8th Nov., 1911, at 9 A.M.

For Passage and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "Woolens and Percales. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 5th Nov., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 8th Nov., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

772-773

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 6th Dec., at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 2nd Dec., from Kona
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iriwaka	7,000	TUESDAY, 7th Nov., at Noon
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 5th Dec., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	5,000	FRIDAY, 24th Nov., at Noon
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 21st Dec., at Noon
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Tazawa	6,000	WED'DAY, 8th Nov., at Noon
KOBE and YOKOHAMA	MIYASAKI MARU Capt. M. Yagi	6,000	WED'DAY, 22nd Nov., at Noon
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	9,000	THURSDAY, 9th Nov., A.M.
	TOSA MARU Capt. T. Sato	6,000	TUESDAY, 14th November

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"MIKE MARU," TONS 4,000, CAPT. M. TAMEA, ON 18th NOV.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawano	February 11th.
KAMO	9,000	F. L. Sonimer	February 21th.
AKI	7,000	K. Horie	March 13th.
MISHIMA	9,000	A. C. Mores	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 21th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 23rd.

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SAZUKI	7,000	T. Iriwaka	April 9th.
AWA	7,000	S. Tomimaga	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		

Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACE DONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOBILAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOA	10500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14. RETURN.
2nd 27.12 £48.8
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
NYANZA	February 7	March 22
NILE	February 14	March 29
NUBIA	February 21	April 5
SUMATRA	February 28	April 12
NAMUR	March 6	April 19
PALAWAN	March 13	April 26
BORNEO	March 20	May 3
SYRIA	March 27	May 10
NORE	March 31	May 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.00 SINGLE £82.10 RETURN.
2nd 23.10 £37.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

10861

